



- Other noteworthy provisions include; the right of property owners to buy back the purchased property if it no longer becomes used for its stated public use, awarding attorney's fees to landowners in eminent domain cases, requiring blight findings be made on a parcel-by-parcel basis, not a project area basis, and the immediate enforcement of the proposition in any case, including those currently being adjudicated, where there has been no final decision.
- Opponents of Proposition 90 include MBIA MuniServices Company, the League of California Cities, several cities, the California Redevelopment Association, and the California State Association of Counties.
- The website for the No on Proposition 90 can be found at www.NoProp90.com.

INFRASTRUCTURE BALLOT MEASURES

The Legislature and Governor Schwarzenegger placed a record \$37.3 billion package (**Propositions 1B, 1C, 1D, and 1E**) of public-works bonds on the November 7 ballot for roads, schools, housing and flood control. Some question whether they are trying too much; this package is more than three times the size of the previous largest state bond proposal, a \$15 billion deficit-reduction approved by voters in March 2004 to avoid a state fiscal crisis. The bond package is a bi-partisan compromise reached after talks failed to put measures on the June 2006 ballot. The Governor's original proposal was for \$68 billion in bonds, spread over five election years through 2014.

Proposition 1A, also placed on the November ballot by the Legislature and Governor, will make it more difficult to shift revenue from the sales tax on gasoline and diesel fuel from transportation to other programs to balance the state budget.

Proposition 84 is the water bond placed on the ballot by a coalition that gathered signatures. The Legislative Analyst (www.lao.ca.gov) says that approval of all the bonds on the November ballot would not push annual bond payments above what some regard as a prudent level; 6 percent of the state general fund.

MMC agrees that funding for infrastructure is crucial for its clients and all cities and communities in California. MMC encourages its readers to take the issue of infrastructure beyond the office and into the home. This year's package of measures could be the needed response to the state's ongoing and projected increased population and the demands placed with the projected growth of 500,000 new people to California each year. The League of California Cities (www.cacities.org) supports the package of infrastructure measures.